

Hongkong Daily Press.

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against the possibility of China becoming what Southern Asia has become under military instruction, "lest precious Russian blood should be spilt, and enormous sums should be spent, in the struggle with oncoming disasters which we must always look forward to and prepare for."

However, it is not to Prince UXTOMSKI's theories, but to some of his statements to which we wish to allude. He takes Hong-kong as an example of wrong government of this Chinese, and his remarks about this Colony are interesting, if not exactly instructive. Into the constituents of the native population here there enter, he says, to a notable degree wanderers and criminals, who find it advantageous for a time to escape from prosecution on their native soil, under the shadow of a liberal foreign government. It is unfortunately true that had characters from the mainland or from neighbouring ports have a way of coming to Hongkong to stop as long as they are tolerated, but we do not know that our proportion of criminals is extraordinary, seeing how great is the freedom of ingress into the Colony. However, Prince UXTOMSKI tells us that these criminals, when in danger of being followed up, commit some light offence and get sent to our prison for a short term, thereby escaping pursuit. The hostility between the Chinese, instigated by the Cantonese authorities, and the local whites has "more than once expressed itself in a very aggravated way in the past." True, there have been difficulties, even grave difficulties in the past, but where is there greater harmony between the white and Chinese population than there has been in Hongkong of recent years? "Where was there less ground for alarm during the two past years?" To continue: "The Cantonese natives have never ceased to summon their fellow countrymen with threats from the 'foreign' towns, sending thither incendiaries and robbers, falling on foreigners even in the harbour, artfully tunnelling beneath the Bank of India, and the like." Evidently we suffer from a decreasing Chinese population and live in a state of perpetual terror—which, however, does not show on the surface. Prince UXTOMSKI also informs his readers that the model hotel on the island of Hongkong is kept by Chinese. Similarly interesting information is given about Singapore, where the Prince speculates whether it will be necessary to arm the Malays as a counterpoise to the Chinese. Then too we are told that there are few beggars in China (a sight of the beggars in Canton might enlighten him); that the English regard Russia as a friend and neighbour, not as a predatory foe; that the English are not likely to hesitate to exploit the Chinese as they have wrested money from the Hindus; and so on. But enough has been quoted to show that the Russian writer has laid before the readers of the *Contemporary Review* a tissue of absurdities, if it be not indeed an elaborate wit.

By a Government Gazette Extraordinary issued last night, Tientsin was declared an infected port.

Yesterday afternoon we received from the U.S. Consulate-General the following typhoon warning issued from Manila Observatory at 11.45 a.m. on the same day:—Depression undepressed crossing S. Manila, moving to W. N. W.

Three fatal cases of plague were reported during the 24 hours ended at noon yesterday, one of the victims being an Indian from the a.s. *Valencia*, admitted to Kennedytown Hospital on the 4th inst. There was also 1 non-fatal case.

A Chinese stoker of the *Kiautschou* jumped overboard on the afternoon of the 8th inst. The alarm was given by a passenger, a busy throng on the ship, which was going full speed, swung round. Within fifteen minutes after the alarm was given the man was picked up still alive by one of the ship's boats. Great excitement naturally prevailed over the incident, and the captain and boat's crew were congratulated on their smart seamanship.

A special meeting of H.M. Justices of the Peace will be held at the Magistracy, this afternoon at 2.15 for the purpose of considering the following applications:—(1) From William Young for the transfer of his public's license to sell and retail intoxicating liquors at No. 2, Shaukwan Road, under the sign of the "Metropole Hotel," to B. Bailey; (2) from Luis Manuel Lobo for permission to remove his public's business from No. 142, Queen's Road Central, to Nos. 148 and 150, Queen's Road Central, under the sign of the "Star Hotel."

Following the report of the murders of Japanese fishermen by Koreans, comes the news of the murder on the 14th ult. of one of the Japanese divers who were working on a fishing smack recently wrecked on the coast of Kang-wan-do. On information being given, a Japanese police inspector from Gassan, with a number of policemen and Korean officials, proceeded to the scene, and discovered the body buried in the ground, badly mutilated. Several Koreans were arrested on suspicion. Four of them were taken to Gassan and handed to the Governor by the Japanese Consul. Negotiations, it is stated, are in progress to demand compensation from the Korean Government.

Lieut. C. Aster has been appointed to the *Glory* for the *Fame* in command.

H.M.S.S. *Pearless* and *Sandpiper* are in dock at Kowloon.

Mr. Henry Kewrick has been admitted a partner in the firm of Messrs. Jardine, Matheson & Co.

Between the afternoon of the 28th and the morning of the 29th ult., five cases of plague were reported at Tokyo. A special conference of health-officials was called on the 29th ult. to consider the measures to be taken for stamping out the disease.

On the 27th ult., the day before H.M.S. *Pique* left Sasebo for Weihaiwei, eighty scholars of the Sasebo Female School, with their teachers, paid a visit to the warship and were entertained to tea. The girls were presented with hat-bands printed with the ship's name, which they tied round their heads, afterwards having their photographs taken.

During their stay at Kobe, the officers and men of the *Talbot* made themselves particularly welcome to the community, and especially to the children, whom they succeeded in pleasing so well in the entertainment on the Recreation Ground. A purse containing £8 10s. was presented by the British ladies of Kobe to the sailors of H.M.S. *Talbot* to be competed for in any port under conditions to be arranged by the Commander, it having been impossible owing to the short stay of the ship in Kobe to institute the races originally intended. Another presentation was made in the shape of a vase presented to the ship by the Coronation Committee. Altogether the *Talbot* will soon be known in the squadron as "Kobe's Pet," the *Kobe Chronicle* says.

DINNER TO SIR CHICHEEN LOFENGUHL.

About fifty members of the Chinese Fokien community and guests assembled in the Connaught House last evening to attend a banquet given in honour of Sir Chicheen Lofenguhl, K.C.V.O., who was recently Chinese Minister at the Court of St. James, and who arrived, by the German mail yesterday. Mr. Kaw Hong Tack presided, and unfortunately the distinguished guest was unable to be present, but his two sons, his brother, and several officials of his staff attended.

An excellent dinner was provided, and after the usual loyal toasts of the King, and the Emperor of China had been honoured.

The CHAIRMAN said that he regretted exceedingly that they should be disappointed in the object of their meeting together that night, namely to do honour to their distinguished fellow-countryman Sir Chicheen Lofenguhl. Unfortunately, as many of them anticipated from the telegram they received from Singapore, his health would not permit his dining with them and to receive personally the reception they had prepared for him. He had, however, asked his son and his other relations to join them, and they were all, he was sure, delighted to meet the relations of one who, as Minister at the Court of St. James, had so ably sustained the dignity of his responsible office, and drawn closer the ties between the British and the Chinese Government. Their best wishes went with Sir Chicheen Lofenguhl for his speedy recovery, and they all sincerely trusted that his much needed rest at his home in Fokien would soon enable him to assume an even higher office which the Chinese Government. Their best wishes went with Sir Chicheen Lofenguhl for his speedy recovery, and they all sincerely trusted that his much needed rest at his home in Fokien would soon enable him to assume an even higher office which the Chinese Government.

The eldest son of the Minister made a very appropriate response, and other toasts were proposed by Mr. Ng Sui Shung of "The Guests," coupled with the names of the Hon. Wai Yux, and Mr. Ho Tung, who suitably responded—Mr. Ho Tung referring to the able way in which Mr. Kaw Hong Tack had arranged the proceedings. The toast of "The Press," proposed by the CHAIRMAN, was responded to by Mr. A. CURRIE. Altogether a most enjoyable evening was spent, which was only marred by the unavoidable absence of the one whom it was arranged to honour.

Sir Chicheen Lofenguhl will proceed to Shanghai, and from there will return to his home at Fouchow.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day at 4.15 p.m.

ORDERS OF THE DAY.

1. Further correspondence relative to Professor Simpson's Memoranda on Plague Prevention.

2. The Medical Officer of Health, pursuant to notice, will move.

That the Board do appoint Inspector Frank Allen to institute summary proceedings before a Magistrate against any person contravening any of the Bye-laws made under Section 13 of the Public Health Ordinance No. 13 of 1901, when so instructed by the Medical Officer.

AGENDA.

1. Further correspondence relative to the removal of the wire netting from the gratings of the sewers and storm-water drains.

2. Application for permission to connect to Government mains and Septic Tank.

3. Results of the examinations made under "The Sale of Food and Drugs Ordinance, 1896" for the quarter ended 30th June, 1902.

4. Mortality statistics for the weeks ended 7th and 14th June, 1902.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR SPECIAL CORRESPONDENT.]

THE PHILIPPINE AFFAIRS.

London, 9th July, 8.10 a.m.

THE RELIGIOUS DIFFICULTY.

It is proposed to submit to arbitration what sum the United States shall pay for the Friars' land in the Philippines and also as indemnity for the ecclesiastical buildings which the Americans have occupied. The Vatican is to choose two members of the arbitration court and the Philippine Government two, while the fifth is to be neutral. Governor Tait proposed as the fifth member Lord Curzon, Viceroy of India.

GENERAL NEWS.

Shanghai, 9th July, 8.30 p.m.

POISONING AT CHEFOO SCHOOL—TERRIBLE FATALITY.

Twelve boys at Chefoo School have died from ptomaine poisoning after eating chicken-pie. One more is seriously ill, but the crisis in his case has passed, and no further danger is apprehended. The body of one boy has been sent to Shanghai for post-mortem examination. The official enquiry is deferred until the result of this examination is known.

[The school referred to above must be the China Island Mission School.—Ed. D.P.]

REUTER'S SERVICE.

London, 7th July.

THE SUGAR CONVENTION.

The Australian Government has decided not to become a party to the Brussels Sugar Convention.

LORD CRANBORNE'S MISTAKE.

The Times and Post criticise Lord Cranborne's phrase used in the House of Commons in connection with the alliance formed with Japan, and describe it as unfortunate.

DEVELOPMENT OF SOUTH AFRICA.

Considerable progress has been made with the land settlement scheme in the Transvaal and Orange River Colony. The number of applications is enormous, and temporary settlements are being made in urgent cases. Large irrigation schemes are also contemplated.

London, 7th July.

THE KING'S PROGRESS.

This morning's bulletin states that His Majesty has had nine hours' sleep during the night, and that his progress towards recovery continues uninterrupted. The wound is discharging freely, and is less painful to dress.

THE CORONATION.

An accredited report states that the Coronation of His Majesty King Edward and of Her Majesty Queen Alexandra, will take place between the 11th and 15th of August.

LORD KITCHENER'S HOME COMING.

Lord Kitchener is due to arrive at Southampton on the 11th inst.

LORD CRANBORNE'S MISTAKE.

Mr. Balfour in the House of Commons was questioned regarding Lord Cranborne's remarks concerning the alliance formed with Japan. He said that Lord Cranborne's object was to correct a suggestion that Great Britain's position was one of dangerous isolation; and that she ought to eagerly grasp any alliance offered, but the Government had never for one moment wished to suggest that the agreement with Japan was not entered into with a common object, and on terms of absolute equality.

RETURN OF COREAN PRINCE.

The Crown Prince of Korea has left London on his journey homewards.

ACCIDENT TO MR. CHAMBERLAIN.

Mr. Chamberlain met with a somewhat serious accident in Whitehall this afternoon. The horse of the hansom in which he was driving fell, and in doing so released the glass shutter of the cab, which dropped on the honorable gentleman's head, inflicting a severe, though not dangerous, scalp wound. He was taken to the Charing Cross hospital, where he remains the night. His immediate engagements have been cancelled.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Yarou*, with the next French mail, will leave Saigon to-day, at 7 a.m. for this port.

The E. & A. steamer *Attila*, for Australia, left Kobe on the 8th inst., and is due here on the 14th inst.

The "Ben" line steamer *Benbow*, from Antwerp and London, left Singapore on the 8th inst. for this port.

The O.P.E. steamer *Albatross* arrived at Yokohama at 9 a.m. on the 9th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 4 a.m. to-morrow.

The A.L. steamer *China* left Singapore for this port yesterday.

TIENTSIN'S FOREIGN RULE.

[FROM A SPECIAL CORRESPONDENT.]

(Continued.)

Tientsin, 28th June.

THE T.P.O.'S WORK.

The government has been international in its administration. Its German, French, Japanese, Italian and Russian directors preside in turn at meetings of the supervisory council. Its Secretary is American, with French, German, Japanese and English undersecretaries. The police serve under a British Chief, a Major; France, Captain has charge of the Sanitary Department; the Treasurer is German; a Norwegian is Director of Public Works; an American presides over the chief court. The Chinese Secretary of the government is an American who was formerly President of Tientsin University. Members of the Council receive each \$1,000 Mexican per month, the chiefs of the departments each \$800 per year. There are 60 foreign police who receive \$25,000 Mexican per month, and 1,157 Chinese police, who receive \$18,000 Mexican per month. Cost of the government, including maintenance of works, has been \$5,000,000 Mexican. The government has collected about 2,000,000 taels per year, out of which it has constructed 15 miles of street; it has built highways along the river front, besides turning the site of the city wall into a boulevard; it has constructed a fine drainage and sewerage system; it has thrown into recreation grounds portions of the old city just within the old walls, where only dumps existed before, and it has suppressed beggary in public, a nuisance insufferable to all except natives in every Chinese city. It has given 250,000 taels towards the improvement of the river and 700,000 taels yearly to the Imperial Maritime Customs. In Chinese years the city gave nothing for either river-improvement or to the custom fund. The river scheme is a Protocol arrangement, which must be pushed to success if the city is to hold its place as leader in northern business. As the Chinese never spent a dollar toward saving the river, it is quite probable that they never would have done so of their own initiative. Shippers yet bring goods north who remember when they could steam up to the city and turn their ships in the stream. Nothing much larger than a gunboat can do that now. When cold weather breaks and the hills melt they send down dirt with the snow and ice, and that which does not clog the stream with ice in the interior, helps to fill the channel here and on the way to the sea. So the shipwreckers forbid ships drawing more than twelve feet to cross Taku Bar unlighted, and there, eleven miles off shore, they must wait weather, which will enable cargo-boats to go out to them. If there were a channel, a trip of 70 miles by water would bring the ships home. The rail connection at Tientsin cuts distance to about 40 miles but it is made at great delay in time, and even if cargo-boats could sail the river, and come up the river, the cost of transportation and the damage to handling, put an goods at a loss that no other country would stand. Foreigners propose by this improvement to save a port for the Chinese. Nothing except this improvement can save it, for other aspirants for supremacy have already appeared and since Tientsin has no manufacturing industry, exports of wool, hides, camel wool and straw braid, which constitutes the outputs to the markets of the world, can quite as conveniently be shipped from a better place, unless special effort be made to retain this market. Other ports might also as conveniently become distributing points for the imports now dumped here. Chinese administration of this city never produced more than 250,000 taels for the Imperial treasury from the item known as native customs. It was an item quite distinct from the present contribution of 700,000 taels to the customs from the provincial government, but since the same place furnished both funds, distinction may be ignored for the purpose of showing that from whatever source the city gave the general government only the smaller sum at a time when it was under no expense for improvement, as at present, and when collections were doubtless much larger. Chinese are arguing that the general government is a loss under the present administration, because Tientsin formerly contributed to the government a total of 2,800,000 taels. That sum consisted in 1899 of 1,000,000 from Imperial Customs, 250,000 taels from native customs, and 1,800,000 taels from the salt tax. Last year, although business had not recovered, customs, including the city item, reached 1,800,000 and official estimates say that the amount this year will be at least 2,000,000 taels, exceeding by 750,000 taels the best Chinese collections; in times of normal business from port and city charges. There was no salt-income last year and there can be none for two or three years, whether Chinese or foreigners may be in control, because the allies confiscated the salt two years ago; and under the Chinese method of collecting salt by evaporation from the sea, the stacks of salt that yield revenue must stand two or three years, in order that the bitter taste from the sea may be seasoned out of them. There has been official computation on what the salt tax should have yielded, had it been handled honestly; by which it appears that instead of 1,000,000 taels it should have produced 2,000,000 taels. If the salt tax were in operation under the provincial government, the revenues to Peking in the present year would thus approximate 4,600,000 taels, or 235,000,000 more than the Chinese have passed over in the last year that the port ever had. The judiciousness of official plume in China has long been notorious, but the present conditions of government here make this the first instance of authoritative computation on the subject. With places as rich in plumes as this subjected over the empire, the capacity with which the official class cling to its traditions and wishes

above all things to be let alone, may be appreciated. Considerations such as these do not argue here against the proposition that the Chinese are entitled to rule their own districts, regardless of the lessons now conveyed as to the need of official reform. There may be officials in the provincial government to whom \$1,000 Mexican per month, or £800 per year may not come as easily again as now, and who wish to hold on as earnestly as the Chinese wish to renew their old grip. One may hear also pretty talk of native resentment that the walls have been taken down, and of intention to reconstruct them as soon as the foreigners get out, so that the smells now rampant may again be penned up within the city. Nobody has intimated that the Chinese will be stopped if they wish to rebuild, but the river improvement must grow, and unless complete whole selfish prevail there will be enough work of undoubted practical value to be done, in putting and keeping the city in commercial trim, to give natives occupation for some years, without working overtime for the sake of a sentiment. Military order established the administration now in power. It can be dismissed only by similar order, proceeding now to the district commanders from the home governments. Whenever it may occur, and not until then, will native officialdom be placed, and the progressive Viceroy, Yuan Shikai, make this city again the provincial capital.

A NEW INDO-CHINA S.N. CO. STEAMER.

The a.s. *Namang*, which has just come out from home to supplement the fleet of the Indo-China Steam Navigation Co., has been attracting much attention among the shipping community as she lies in the Harbour, on account of her great size, which gives her a foremost place among the steamers sailing out of Hong-kong. She is specially designed for the run between this port and Calcutta. Before being put on the regular service, however, the *Namang* is to have a preliminary run to Hongkong, carrying a part cargo of coal. She leaves for Hongkong on Saturday. On her return she will be fitted out for the Indian service. The *Namang* is a steel screw steamer of over 4,000 tons, with a draught carrying capacity of a little more than 8,000 tons. She measures 370 feet long by 47 feet broad, and has triple expansion engines of 40 nominal h.p., three main boilers of the marine type, and Deighton's furnaces with Horvath's forced draught. She was built by the London and Glasgow Shipbuilding and Engineering Co. On her trial trip, she made the handsome average of 18.50 knots. As regards accommodation, the *Namang* carries 30 first-class European passengers, 20 first-class Chinese, and 50 second-class deck passengers. Her cargo-lifting appliances are of the latest modern type, comprising four 3-ton jib cranes, four steam winches, derricks, etc., by Messrs. Clark, Chapman & Co. She is lighted with electricity throughout. Captain E. Payne is in command of the new steamer. The agents are Messrs. Jardine, Matheson & Co.

POLICE COURT.

Wednesday, 9th July.

Before Mr. F. A. HAVELAND (Police Magistrate).

THEFT FROM ARMY OFFICER.

The other day Lieut. Col. Baillie, commanding the 22nd Bombay Infantry, reported to the police at Tientsin that he had lost a gold finger-ring and some money. The ring, he said, was worth two pounds sterling, but its value lay in the fact that it was an heirloom and for that reason was greatly prized. Sergeant Lamont of the Kowloon police, made enquiries which resulted in the arrest of an Indian butler formerly employed in the 22nd, but now without a situation. The ring, Sergeant Lamont learnt, had been sold to a goldsmith at 14, Queen's Road West, and a warrant was obtained to search the place. The ring could not be found, however, and the only result of the investigation, made by the police, was the finding of some silver-plated cutlery among the Indian butler's effects. His explanation of how he came to possess the staff was that he bought it from a Chinaman whom he did not know and could not therefore identify, but this statement was not satisfactory, and he was arrested on a charge of unlawful possession. He, who was called before the Magistrate, pleaded guilty. The defendant was remanded till to-morrow.

BEFORE MR. J. H. KRAE (Police Magistrate).

HEAVY FINE.

A Chinaman whose sole business appears to be that of an illicit trader in opium, had three previous convictions for the offence. He was fined \$1,000 on six months for the unlawful possession of 12 taels of opium, which he was preparing when the police officers entered the house. He recently had a further conviction of a similar charge and fined \$350. The fine now imposed is the full penalty, and this is the first time in about twelve years that it has been inflicted. The defendant went to prison.

THEFT FROM THE COGNAC COMPANY.

There has recently been a number of petty thefts from the premises of the Hong-kong & Kowloon Wharf & Godown Co., and measures were adopted to trap the thief or thieves, if possible, with the satisfactory result that two coolie employees were detected making off with some wood which they were awarded and ultimately returned to its owner, and one was imprisoned respectively.

A KOREAN THEFT.

The Mitsui Bussan Kaisha godown people are not immune from the operations of the predatory coolie. The other day a coolie, carrying 42 rolls of Japanese silk was broken open in the company's godown at 80, Praya East, and five of the rolls—some as many as the thief could carry, presumably—were extracted. He ran up against a Lukong in the street, and was asked to explain the circumstances under which he had come into possession of the load he was carrying. This he could not do, and his arrest led to the discovery of the theft in the godown.

He was sentenced to three weeks' hard labour.

It is a fairly familiar fact, at least in the Far East, that the number of writers about China is by no means limited by the amount of knowledge of the country and its affairs possessed by the literary class in general. We are accustomed to read the products of the pen of the hurrying traveller who has spent a few months in this part of the world, or perhaps even a week or two only in Hongkong and Shanghai. When therefore we take up a home review and see in the contents list an article dealing with China we do not as a rule expect much enlightenment high though the standard of the review may be. A reader into whose hands falls the June number of the *Contemporary Review*, therefore, will not be so surprised at some of the remarks which he will find in an article therein, entitled "The Genius of China" and written by Prince Hsien UXTOMSKI, as he might be, were he unacquainted with the readiness with which the public at home accepts self-constituted authorities on the less familiar subjects. With Prince UXTOMSKI's main argument, which is that Russia is China's only possible saviour, we need not deal here. Prince UXTOMSKI is a Russian and naturally does not see Chinese affairs as we see them. The Prince naturally finds the dangers which threaten China arising mainly from the English. There is more to be dreaded from the intrusion of foreigners into the interior of China than from "the ten times repeated benevolent destruction of Chinese by our arms, or even our careless government of them." We are not certain whether "our arms" in this sentence is an allusion to Blagoveshensk or not. But what the writer wishes to emphasise is that Russia's chief problem in the yellow East is to guard

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3124/3181	4222/4234	3581/3590
4032/4081	8744/8843	4909/4918
4099/4518	9919/10049	11704/11753
12379/12397	14003/14018	16103/16222
12697/12702	15803/15854	17301/17445
15004/15008	16184/16188	19184/19233
19234/19238	21406/21410	22118/22149
21433/21447	21976/21980	24100/24121
22222/22231	22807/22849	22947/22971
22972/22991	22982/23010	23038/23069
23097/24006	24007/24196	24197/24246
24297/24306	24707/24806	24807/24816
25114/25143	25446/25495	25510/25543
25544/25568	25619/25648	25649/25698
25699/25723	25924/25948	25949/25998
27008/27009	28176/28353	28404/28463
28615/29014	31015/31114	31484/31493
31976/32033	33115/33164	34008/34077
34092/34741	35092/35141	35392/35481
35492/35591	35842/35891	35892/35941
36042/36091	36092/36091	36142/36191
36192/36193	36742/36791	36842/36891
36892/36893	36892/36893	37144/37193
37234/37293	37394/37443	37444/37493
37579/37703	38134/38183	38184/38233
38209/38272	40434/40483	40484/40533
40744/40823	41329/41378	41379/41428
41704/41728	41729/41730	44300/44309
44370/44374	44375/44379	46137/46216
45443/45492	45515/45527	46120/46124
46125/46174	46980/46989	46730/46829
46880/46928	46980/46989	47076/47125
47301/47325	47228/47280	47300/47359
47540/47564	47565/47589	47590/47594
47865/47868	47890/47914	48000/48114
48115/48139	48140/48149	48300/48315
48231/48242	48243/48267	48300/48302
49443/49468	49620/49679	50030/50079
50080/50129	50230/50279	50280/50329
50330/50429	50630/50729	50830/50929
51030/51029	51047/51071	51210/51245
51246/51295	51296/51345	51346/51395
51396/51445	51446/51495	51496/51545
51546/51595	51596/51645	51646/51695
51696/51745	51746/51795	51796/51845
51846/51895	51896/51945	51946/51995

W. KERFOOT HUGHES,
Acting Secretary.
Hongkong, 8th July, 1902. [1880]

NOTICE

M. R. J. GERHARD is leaving the
Colon on the 12th instant, and all
OUTSTANDING ACCOUNTS must be sent in
before that date.
Hongkong, 7th July, 1902. [1874]

NOTICE

WE have This Day removed our Office
to No. 10, DES VOEUX ROAD
CENTRAL EAST ASIATIC TRADING CO.
Hongkong, 6th July, 1902. [1894]

DENTAL NOTICE

I HAVE This Day resumed Practice.
CHADWICK T. KEW,
35, Queen's Road Central.
Hongkong, 9th July, 1902. [1890]

SUN SOY LUNG & CO.

PRESERVERS OF GINGER and all
kinds of FRUITS. Export Orders
promptly attended to.
No. 12, DES VOEUX ROAD WEST.
Hongkong, 26th June, 1902. [1763]

INSURANCES

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
Incorporated 1851.
CAPITAL.....2410000.

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 19th May, 1902. [143]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [116]

THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.

Established 1836.

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 3rd June, 1902. [1573]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above
Company are prepared to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Hongkong, 20th May 1895. [27]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 1st November, 1872. [25]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOFF, JACOB & CO.,
Hongkong, 2nd April, 1902. [29]

NOTICE

WE have This Day been appointed
AGENTS of the MANCHESTER
ASSURANCE COMPANY, and are prepared
to Accept Risks at Current Rates.

ALEX. ROSS & CO.,
Hongkong, 1st July, 1902. [1829]

NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901,
£16,722,693.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

Subscribed CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....687,500 0 0

II. FIRE FUNDS.....2,985,518 5 3

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. [179]

"L'URBAINE"

FIRE INSURANCE COMPANY, Ld.

(Established 1883).

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [422]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.

DOUGLAS LAFFRAK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

FOR SALE

OFFERS ARE INVITED FOR
THE British Iron Bridge

"GEOSVENOR"
(Registered 516 Tons).

Length 165 feet; beam 22 feet; depth of
hold 17 feet 3 inches. Carrying Capacity 700
Tons deadweight.

For further Particulars, apply to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 8th July, 1902. [1876]

A NEW MAGAZINE
(To be Published Quarterly).

"THE EAST OF ASIA."

JUST ISSUED.

CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the
People, Customs, &c. of the Far East.

Price
At Messrs. KELLY & WALSH, LD.,
Hongkong.
Hongkong, 6th March, 1902. [718]

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A.B.C. Code, 4th Edition.

A.I. Code.

Lieber's Standard Code.

TELEPHONE, 232.
Hongkong, 21st June, 1901. [1712]

SPORT AND ANECDOTE.

BY AN OLD FOGGY.

OUR BOYS.

We are all interested in our boys, and if we
are not we ought to be. This is an Irish senti-
ment, but if a father has not a deep devotion for
his son there is a flaw on one side or the other.
Above all, I like to see a parent's voice a real
sympathy with the younger generation in their
sports and pastimes, and if perchance our boys
happen to succeed well we are all the
fonder of them. If they fail they should be
sure of comfort and consolation at home.
During the test matches in Australia last
season when A. C. MacLaren's team was over-
thrown, a curious incident is said to have happened
in the pavilion of the Melbourne Cricket Club.
An elderly gentleman was so perturbed and so
excited that he attracted the attention of
another veteran hard-by. Said the latter:
"You seem very much interested in this
match?" "Well, I have a right to be. That's
my boy there, keeping his end up so well."
And he pointed to Warwick Windridge Arm-
strong, the tall, fair-haired, strong-limbed
young Victorian, who is a member of the
Colonial combination touring in this country
at the present time. "Oh, indeed," said the
grey-headed who had opened the conversation.
"That's my boy at the other end, young
Duff, who is just going to make his hundred."
Then they shook hands, and were the two
proudest fathers in all Australia. If the in-
cident is not true it ought to be, for it is a very
pretty story, and I was reminded of it by the
rapid exits which Duff and Armstrong made in
the test match recently, commenced but unfor-
tunately not concluded at Birmingham. But
yet another incident recalled the anecdote, for
while we were waiting for the rain to clear off
so that the first venture of England might
be concluded, Johnny Tyldesley, as he is
affectionately called by Lancashire devotees
of the game, received a wire from his father.
The telegram ran: "Hearty congratulations
very pleased indeed. Dad." Considering that
Tyldesley had just made 138—his first hundred
in a test match for England against Australia
—he had indeed every excuse for a little paren-
tal pomposity and yet pardonable elation and
pride. Indeed, Tyldesley received congratula-
tory letters and telegrams from all parts of
Great Britain upon his performance. His 138
undoubtedly turned the tide in favour of
England.

JOHN THOMAS TYLDESLEY.

A man who has never before made his
hundred for England, home, and beauty in worthy
of our consideration, especially when he happens
to be like Tyldesley, one of the foremost crick-
eters in the world. Tyldesley, who was born
at Roe Green, Worsley, near Manchester, on
November 22nd, 1873, had a father who was
fond of cricket. He inherited the liking, and
was always encouraged to play the game. In-
deed when Tyldesley came out for Lancashire
in 1893 I remember asking him if he had never
had the benefit of any "coaching," for he batted
stylefully, prettily, and soundly. He was then
more like a sober-sided public school boy than a
son of the people. "No," was his reply, "none,
except what my father taught me." I made a
silent reflection at that date that his father had
been an uncommonly good tutor, and we have
seen the fruits of his work. As a boy, Tyldesley
was always fond of batting, and early in his
teens he was a member of the Roe Green village
eleven. At 17 he was deemed quite worthy a
place in the Worsley Club, and thence he
passed to Rushmore. He gained more than a
mere local reputation, however, and the late
Mr. Matthew Fletcher, who was very fond
of cricket and coaching, found him a berth
as a clerk at his collieries, and placed him
in the ranks of "Little Leger"—a Bolton
club which has turned out several county
players. But Tyldesley was always am-
bitions, and the position of wages clerk at
a coal-mine at Outwood was not the life for
him. The desk was draggery, he sighed for
sunshine and cricket, the live long day. Twice
his merits were urged on the Lancashire Ex-
ecutive, and at length he was given a good trial by
the county. His first appearance was against
Gloucestershire at Old Trafford in July, 1895,
when he scored 13 and not out 33. He would
have had another chance against Somerset
during the same week, but owing to rain, no
ball was bowled. But on the last three days of
July he was taken to Birmingham, and played
against Warwickshire, with the result that at
the fall of the third wicket, when MacLaren
had been bowled for a "blob," Tyldesley walked
in and carried out his bat for 152 (not out) in
his second match. A very truthful, modest
little fellow, he went home, and somebody
interviewing him he declared that the bowling
of Pallett, Whitehead, Soutal, A. C. G. Glover,
and Diver was in no way superior to that which
he had encountered in the Lancashire League.
He was unmercifully chaffed about this remark,
but his idea was not to depreciate the Warwick-
shire attack, but just to convince enthusiasts
that he had not done anything extraordinary.

LOOK FOR CRICKETS IN:

Thus Tyldesley made his hundred in the
test match on the ground where he hit his
first century in class cricket. And Edgbaston
has been a lucky place for him ever since.
Just look at this little list of his doings at the
Warwickshire ground—

1895	152 not out
1896	Did not play
1897	176 and 100 (in the same match).
1898	18 and 12.
1899	109.
1900	92 and 26.
1901	114 and 57.
1902	138.

Total
Times Highest
Innings not out Innings Total Average
11 3 152 919 102.11

An average of 102 is pretty respectable, I guess,
for any cricketer on any ground. But anybody

looking at these figures, all mind for Lancashire
against Warwickshire, save the last contribution
which we are discussing, must surely be convinced
that the doctrine of chance affects cricket. For
instance, look at Tyldesley's innings at Wor-
cester. He has only been there twice, and yet
he has scored 143 and 117. Now let us look at
the other side of the picture. Save for his 140
for the players against the Gentlemen at Lord's
last July, he has never been successful at head-
quarters, and he considers it one of his unlucky
spots. It is strange that there should be such
ideas in a man's mind, but if we look carefully
at the history of sport we shall find that the
players are not suffering from illusions. Again,
Tyldesley never plays well against Yorkshire,
and yet MacLaren very seldom fails to do
himself justice against the Tykes.

TYLDESLEY, THE CRICKETER AND THE MAN.
Although Tyldesley was first played in 1895,
it was really 1897 before he obtained a perma-
nent place in the Lancashire eleven. But he
has already compiled nineteen three-figure
innings for his native shire and is the only
Lancastrian born who has ever made 200 at
Old Trafford or scored 3,000 in any one season.
Now, I cannot understand the sport-loving
people of the Duchy of Lancaster allowing
Tyldesley to compile 3,041 runs in the season of
1901 without showing some marks of their
appreciation of the feat. We have seen a gold
watch and chain and other presentations made
to Warwickshire and Leicestershire-born men
who scored 1,000 for the first time in the annals
of these shires, but Tyldesley's accomplish-
ment is as much and as plausibly Manchester
no one as much as suggests that such a triumph
should be acknowledged. I suppose his 138 for
England against Australia will pass as un-
noticed. But he is the Abel of the North with
youth on his side, and a rare batsman with
plenty of pluck and punching power. When
he is once set no man in England is more
effective in his lightning outs and in his
drives just out of the reach of cover-point.
These are his main means of scoring on a
fast wicket. If the pitch be affected by
rain he is not the man to succumb, for he has
an admirable defence, in a sound knock-player,
can hook and pull as well as one here and
there, and in fact can get runs all round the
wicket. Moreover, he is one of the six best
fielders in the world. As a bowler he is dis-
tinctly ladylike. I cannot say that he takes any
interest in any other sport, but he lives for
cricket, and he studies the game down to the
smallest details. Particular about small things
no matter of the least import seems to escape
him. He was a member of Lord Hawke's team
to South Africa and has just visited Australia
with A. C. MacLaren, but he never did him-
self justice in the land of the Golden Fleecers,
despite the fact that he made 142 against New South
Wales, 79 and 10 in the fourth test match, 45
against Victoria, 13 and 35 in the fifth test,
and 126 and 47 against South Australia, these
being his best four scores in the order of their
making. He would like to go to the Colonies
again, and if he ever does I think he will show
them what manner of man he really is. Tyldesley
is practically a life-totaliser, although he
occasionally puffs a cigarette. His vices are
few, and his virtues many. He loves music,
and although you might not think so judging
by his solemn sober countenance he has
a capacity for fun and innocent enjoyment
quite as great as that of any other man. He
deserves to succeed, and I trust that this is not
the only "century" he will compile for England
against Australia.

THE TEST MATCH.

It was a thousand pities that the weather so
seriously interfered with the test match at Bir-
mingham last Saturday, for England appeared
to have much the better of the argument
that I think we should have won our first match
in England against the Cornish since August,
1896. Not only did the mother country hit up
376, but they dismissed Darling and his merry
mob for 36 in 85 minutes—this miserable total
being the lowest on record for either side in a
test match. Rhodes bowled grandly, and took
2 wickets for 17 runs, but neither his attack nor
the condition of the wicket was any excess for
the paltry poverty-stricken character of the Aus-
tralian batting. I should be sorry to do our
Colonial friends any injustice, but I am gradu-
ally being driven to the conclusion that the Com-
monwealthers are not so strong either in attack
or defence as they were. Of course, they have
missed Hugh Trumble, who met with a bad
accident to his bowling hand before the tour
commenced, but Noble and Howell are the only
high-class bowlers they now have. Ernest Jones
to my mind is not getting flesh off him. He
has lost that extra bit of pace down the wicket
and that bit of sting from his pitch which is so
largely the armoury of a fast bowler. Noble is
the most precise and dangerous, although
Howell is very accurate in his good length, and
whatever break he gets on the ball "he" does
it very quickly from the pitch. This is a great
point in his favour. The fielding of the
Colonists is excellent, but their batting is cer-
tainly not sound. Victor Trumper, Joseph
Darlving, and Clement Hill have on the whole
played well, but what can be said of the others
as a whole? Not much, so far as I can see. If
the Birmingham match had been played out I
undoubtedly think that England would have
won, and the old country should regain those
ashes in this Coronation year.

London, 7th June.

NOTICE

THE Undersigned hereby notifies that he has
completed the building of the New
House at the Peak on the sites Nos. 108 and
111 (by order of Messrs. DENISON, KAM and
GIBBS), which the former Contractor, ON YIK,
left unfinished; and that he will not be
responsible for any Delays due to, or by, the
building of, the said ON YIK.

SUM HING,
Shanghai Contractor.
Hongkong, 18th June, 1902. [168]

J. & H. GWYNNE, LD.

HAMMERSMITH IRON WORKS, AND
81, CANNON STREET, LONDON, E.C.

MAKERS OF THE LARGEST, MOST ECONOMICAL AND MOST SUCCESSFUL

CENTRIFUGAL PUMPING MACHINERY IN THE WORLD.



VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	"TYDEUS"	On 12th July.
GLASGOW and LIVERPOOL	"TELEACHUS"	On 13th July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 31st July.
GLASGOW and LIVERPOOL	"DARDANUS"	On 8th Aug.
OR	HOMEWARDS	DATE
LONDON	"ALCINOUS"	On 10th July.
LONDON	"SABEDON"	On 22nd July.
LONDON	"ULYSSES"	On 18th Aug.
LONDON and ANTWERP	"TELEMACHUS"	On 12th July.
LIVERPOOL DIRECT	"IDOMENEUS"	On 12th July.

The S.S. "TYDEUS" left Singapore on the 7th inst. and is expected here on the 10th inst.
The S.S. "ALCINOUS" left Shanghai on 8th inst. and is expected here on 11th inst.
The S.S. "IDOMENEUS" left Singapore on the 7th inst. and is expected here on the 12th inst.
The S.S. "TELEMACHUS" left Singapore on the 8th inst. and is expected here on 13th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.

Hongkong, 9th July, 1902.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI	"CHIHLI"	On 12th July.
NINGPO and SHANGHAI	"SHANSI"	On 12th July.
CEBU and ILOILO	"SUNGKIANG"	On 12th July.
FOOCHOW	"PAKHOL"	On 12th July.
CEBU and ILOILO	"KAIKONG"	On 22nd July.
TIENTSIN	"NANCHANG"	On 24th July.
Kobe and YOKOHAMA	"TSINAN"	On 24th July.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY, MELBOURNE and		
ADELAIDE	"TAIYUAN"	On 29th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMSAI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 13th July.
AND AMOY	"KITANO"	July.
TAMSAI, VIA SWATOW	"DAIJI MARU"	SUNDAY, 20th July.
AND AMOY	"TOGATA"	July.
ANPING, VIA SWATOW	"MAIDZURU MARU"	THURSDAY, 10th July.
AND AMOY	"KING MARU"	WEDNESDAY, 13th July.
FOOCHOW, VIA SWATOW	"K. SUDZUKI"	July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tam-sai to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 10th July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOI, KOREA & YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRAVELL"	3,132	Craven	July 25, 1902
"INDRAPURA"	3,132	Hollingsworth	Aug. 13, 1902
"INDRAMAHA"			Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to—

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons.

Captain Tate, will be despatched for MANILA on SATURDAY, the 12th inst. at NOON.

Magnificent Accommodation, Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light, Telex and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Princo's Buildings, 100 House Street.

Hongkong, 3rd July, 1902.

SHEWAN TOMES & CO.'S NEW YORK LINE.

THE Steamship

"ASAMA"

Captain F. F. Bement, will be despatched for the above port on or about the 15th August.

To be followed by s.s. "AFON" on or about the 15th September.

For Freight, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 8th July, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa in connection with the CHINA STRAITS NAVIGATION Co.'s fortnightly service between CALCUTTA and SINGAPORE.

Sailings from CALCUTTA for CAPT. FORTES every fortnight.

For Freight and further particulars, apply to

DODWELL & CO. LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 14th July, 1902, at 1 p.m., the Company's Steamship

"ERNEST SIMONS," Captain Dupuy Fromy, will leave this port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 28th July, direct to Suez, Port Said and Marseilles.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Special and Parcels until 3 p.m., on the 13th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"TIROL"

Captain Breitfeld, will leave for the above place on TUESDAY, the 15th inst. at NOON.

This Steamer has capital accommodation for Passengers. Electric Light and carries a Doctor.

For Freight or Passage, apply to

SANDER, WIELER & CO.,
Agents.

Princo's Buildings.

Hongkong, 9th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, and PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICAN, EAST AFRICAN, RED SEA, INDIAN, and ADRIATIC PORTS.)

THE Company's Steamship

"MARIA VALERIE"

Captain Bollen, will be despatched as above on TUESDAY, the 15th of July.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.

Princo's Buildings.

Hongkong, 20th June, 1902.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOWAN & CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship

"VERONA"

Captain Spiesen, will be despatched for the above port on FRIDAY, the 25th inst.

For Freight, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 9th July, 1902.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 p.m., on the 9th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 7th July, 1902.

NAVIGAZIONE GENERALE ITALIANA.

(FLORENCE AND RAVENNA UNITED COMPANIES.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 5th July, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ULYSSES"

are hereby notified that the Cargo is being discharged into Craft, and is to be taken to the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. Both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 13th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 14th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th July, 1902.

THE P. & O. S. N. Co.'s Steamer

"VALETTA"

FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo for the above named ports are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., s.s. "Victoria" and "Oriental."

From Bombay, &c., s.s. "Victoria" and "Oriental."

Optional Cargo will be landed here unless instructions are given to the contrary before 3 p.m. To-day, the 3rd inst.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT,
Superintendent.

Hongkong, 3rd July, 1902.

HONGKONG.

Anson, British ship, 1,538, Matlock, July 4.

Jardine, Matheson & Co.

America, Jap. str., 3,535, Going, July 4.

Toyo Kisen Kaisha.

Arnold, Layton, German str., 1,075, Payson, July 1, E. A. Trading Co.

Arratoon, Jap. str., 2,870, Stewart, July 7, David Sassoon & Co., Ltd.

Blagnac, Italian str., 1,569, Musio, July 3, Carlowitz & Co.

Borg, Norwegian str., 738, Matheson, July 9, Orin.

Bavaj, American str., 275, Ross, July 8, Canton, British str., 1,110, Stalker, July 5, Jardine, Matheson & Co.

Chihli, British steamer, 2,243, Cowan, July 7, Butterfield & Swire.

Chiyun, Chinese str., 1,211, Sleeman, July 6, Chinese.

Chowin, German str., 1,055, Kohler, July 6, Butterfield & Swire.

Crown of America, British str., 1,474, Deward, May 13, Gilman & Co.

Daigi, Jap. str., 846, Kitan, July 9, Mitsui Bussan Kaisha.

Emma, Jap. str., 1,132, Marions, July 6, East Asiatic Trading Co.

Empress of Japan, British str., 3,000, Pybus, July 8, C. P. R. Co.

Fausang, British str., 1,410, Payne, July 4, Jardine, Matheson & Co.

Glenogly, British str., 2,595, Warner, June 25, Jardine, Matheson & Co.

Hokkaido, German str., 508, Merles, July 7, R. Marx.

Holstein, German str., 985, Lorenzen, July 8, Japan & Co.

Hopang, British str., 1,259, Hay, July 9, Jardine, Matheson & Co.

Hue, French steamer, 794, Godman, July 8, A. B. Marty.

Koongwai, German str., 1,115, Leuss, June 29, Melchers & Co.

Kintochou, German str., 6,270, Laneschloer, July 8, Melchers & Co.

Kochung, Ger. str., 1,291, Spiesen, July 8, Butterfield & Swire.

La Porte, British str., 1,392, Westerton, June 10, Orin.

Lisa, Swedish steamer, 888, Horndahl, June 12, Orin.

Lucia, Austrian steamer, 1,508, Zar, July 7, Chinese.

Maidzuru, Jap. str., 667, Saitow, July 5, Mitsui Bussan Kaisha.

Namang, British str., 1,254, Young, June 25, Jardine, Matheson & Co.

Nem, British steamer, 1,963, Peart, July 1, Mitsui Bussan Kaisha.

Oceana, German str., 418, Jahnske, June 27, Siemens & Co.

Onsang, British str., 1,787, Davis, June 24, Jardine, Matheson & Co.

Palakhan, British str., 1,235, Reid, May 28, Bradley & Co.

Paoing, British str., 1,001, Shaw, July 9, Butterfield & Swire.

Princo, British str., 3,002, Haines, July 8, Melchers & Co.

Princo, German str., 682, Grawdt, July 7, Siemens & Co.

Pronto, Norwegian str., 825, Seeborg, July 6, A. B. Marty.

Saphir, Norwegian str., 950, Fagerland, July 8, Carlowitz & Co.

Shakau, Jap. str., 2,220, Fujita, June 31, Dowdall & Co., Limited.

Shani, British str., 1,228, Carnaghan, July 7, Butterfield & Swire.

Shitono, Jap. str., 837, Cornes, July 5, Nippon Yusen Kaisha.

Sungaiang, British str., 1,021, Outerbridge, June 24, Butterfield & Swire.

Tafin, German str., 1,083, Menzoll, July 3, Meyer & Co.

Tales, German str., 728, Calender, July 7, Meyer & Co.

Tishan, British str., 1,121, Jenkins, July 8, Bradley & Co.

Tayuna, British str., 1,459, Dawson, July 8, Butterfield & Swire.

Telarito, German str., 1,578, Dine, July 5, Siemens & Co.

Theodor, German str., 3,360, Mayerhol, July 4, Jensen & Co.

Tingang, British str., 1,045, Sauer, July 9, Jardine, Matheson & Co.

Trym, Norwegian str., 710, Dahl, July 4, Sander, Weller & Co.

Valer, British steamer, 2,983, Cubitt, July 3, P. & O. S. N. Co.

SAILING VESSELS.

Adolph, Olin, Amr. bgs, 1,003, Amesbury, May 30, Standard Oil Co.

Comet, British barque, 3,000, Davis, April 28, Chinese.

Dynamene, British ship, 1,809, Snodden, June 10, Government.

Erie J. Bay, Amr. barque, 825, Kaston, June 25, Sander, Weller & Co.

Forfarshire, British barque, 1,391, Pandy, April 28, Jardine, Matheson & Co.

Grosvener, British barque, 516, Boga, June 13, Orin.

Kriemhild, Norw. ship, 895, Iversen, June 13, Sander, Weller & Co.

Leicester Castle, British ship, 2,009, Postle, Mar. 4, Standard Oil Co.

Lydehorn, British barque, 2,888, Williams, June 23, Admiralty.

Vale of Don, Sarawak barque, 669, Prasante, July 1, Sander, Weller & Co.

THE JAPANESE SQUADRON IN THE FAR EAST.

Aduma, cruiser, at Saesho.

Akagi, gunboat, 620 tons, 10 guns, 700 h.p., at Shanghai.

Akashi, protected cruiser, 1st class, 23,000 tons, 30 guns, 8,500 h.p., at Amoy.

Aikatsushima, protected cruiser, 1st class, at Manila.

Anan, sloop, 1,030 tons, 13 guns, 720 h.p., at Yokohama.

Aomi, 1st class battleship, 15,413 tons, 15,000 h.p., 18 guns, at Yokohama.

Atago, gunboat, 620 tons, 10 guns, 700 h.p., at Shanghai.

Chihaya, Japanese cruiser, 1,250 tons, 6 guns, Comdr. N. Shiga, at Fuzhou.

Chin Chin, gunboat, 500 tons, 9 guns, 455 h.p., Chinese, gunboat, 490 tons, 5 guns, 472 h.p., Chin Hien, gunboat, 490 tons, 5 guns, 472 h.p., Chin Pui, gunboat, 500 tons, 9 guns, 455 h.p., Chinko

THE WEATHER

CHINA COAST METEOROLOGICAL REGISTER, 24th JULY, 1911.

[illegible][illegible]

29.78	80	—	1
29.81	81	—	1

C. S. Janney 7th.

On the 5th at 11:17 a.m. The barometer has risen slightly in Japan, fallen in S. China and over London. The depression which seems to be about the center of the low pressure is now to be noticed on the SW coast of Asia, and appears to be moving northward. The wind is light. Pressure is higher in the neighborhood of the Loongson. Clouds are slight for the whole of the China coast. Forecast:—Light NW winds; showery.

HONGKONG BAROMETER.

	Previous day 9 A.M.	On date 9 A.M.	On date 5 P.M.
Barometer	29.78	29.76	29.72
Temperature	75.2	81	80
Humidity	73	74	76
Direction of wind	SWW	SSW	ESE.
Force	—	—	—
Weather	—	—	—
State of sky	—	—	—

Highness over Observatory on the 5th. 10.00—8.77.

Lowness of tide on the 5th. 1.00—1.10.

Hongkong Observatory 26th July.

TELEPHONE

High Water.				Low Water.			
Day.	Hour.	Hongkong Mean Time.	Height.	Hour.	Hongkong Mean Time.	Height.	
Thurs.	10	m. 0.85	2.5 f.	m. 5.22	n. 0	9	
	11	m. 0.57	4.1 f.	m. 5.23	-1.0 f.	0	
Fri.	11	m. 0.50	5.7 f.	m. 5.24	-2.0 f.	0	
Sat.	12	m. 0.42	7.3 f.	m. 5.25	-3.5 f.	0	
	13	m. 0.33	8.9 f.	m. 5.26	-5.0 f.	0	
Sun.	13	m. 3.17	2.6 f.	m. 5.26	1	1	
	14	m. 3.9.8	2.6 f.	m. 5.26	0	2	
Mon.	14	m. 3.17	2.6 f.	m. 5.26	1	1	

15	4	18	1	6	9	23
15	5	2	3	4	10	

THE HONGKONG STUDIO

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ROAD CENTRAL, Hongkong.
Hongkong, 22nd April 1903 [119]

TSANG FOO & CO

SAM WING HING
興榮三
COAL MERCHANTS

DES VŒUX ROAD UEN
Telokong N. 230

Hongkong, 23rd September, 1901. [241]

ON SALE

02 1902 1

MAIL TABLES.
THE Card published at the *Daily Press* Office.

Contains —
 which mails homeward and out

French	11	11
German	11	11
Canadian	11	11
United States	11	11

Parcel Post
Calendar for 1922

That is more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on

rd. Supplied only for cash
Office or the Booksellers.

Hongkong, 16th January, 1902.

TS WHISKIES.

ERS SINCE 1679.

100 CIGARETTES	\$13.00
For Club or Private use at	\$19.00
"It comes through the Sona mellow, matured, non-smoky, delicate flavoured."	

Hongkong.
BLACKHEAD & Co

HAM for the Concerned, at 14, Des Vaux
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1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

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